

Issued at Washington, D.C., this 31st day of January 1963.

CHARLES S. MURPHY,  
Acting Secretary.

[F.R. Doc. 63-1262; Filed, Feb. 1, 1963;  
12:31 p.m.]

#### Chapter XIV—Commodity Credit Corporation, Department of Agriculture

##### SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[1961 C.C.C. Grain Price Support Reseal Loan Bulletin, Amdt. 1]

#### PART 1421—GRAINS AND RELATED COMMODITIES

##### Subpart—1961-Crop Reseal Loan Programs for Barley, Corn, Grain Sorghums, Oats, Soybeans, and Wheat

The regulations issued by Commodity Credit Corporation published in 27 F.R. 5077 and containing specific requirements of the 1961-crop reseal programs for barley, corn, grain sorghums, oats, soybeans and wheat are amended as follows:

Section 1421.1735(b)(1) relating to storage payments is corrected to change the date of "July 31, 1963 for wheat" to read "March 31, 1963 for wheat."

Section 1421.1735(b)(4) is amended to provide a storage payment for the 1963-64 reseal period on corn and wheat under a two-year reseal program, and a new subparagraph (5) is added. Subparagraphs (4) and (5) read as follows:

§ 1421.1735 Storage payments.

(b) . . .

(4) *Storage payment for full 1963-64 reseal period.* A storage payment of 14 cents per bushel for the 1963-64 reseal period will be made to the producer on the quantity involved if he (i) redeems the commodity from loans in the period beginning March 31, 1964, and ending 60 days thereafter for wheat or in the period beginning July 31, 1964, and ending 60 days thereafter for corn, or (ii) delivers the commodity to CCC in the period beginning March 31, 1964, and ending 60 days thereafter for wheat or in the period beginning July 31, 1964, and ending 60 days thereafter for corn; or (iii) delivers the commodity prior to March 31, 1964, for wheat or July 31, 1964, for corn pursuant to CCC's demand and for the sole convenience of CCC. Storage payments will be made at settlement time or if the commodity is eligible for extended reseal the payment will be made at the time of extension.

(5) *Prorated storage payment for 1963-64 reseal period.* A storage payment for the 1963-64 reseal period determined by prorating the yearly rate according to the length of time the commodity was in store beginning 60 days subsequent to the maturity date applicable to regular loans in the area for the 1962-crop of the commodity will be made to the producer in the case of: (i) Losses assumed by CCC, (ii) redemptions prior to March 31, 1964,

for wheat and July 31, 1964, for corn, or (iii) deliveries to CCC prior to March 31, 1964, for wheat and July 31, 1964, for corn pursuant to CCC's demand but not for the sole convenience of CCC or upon request of the producer and with approval of CCC. The prorated storage payment will be computed at the daily rate of \$0.00048 per bushel but shall not exceed 14 cents per bushel. In the case of losses assumed by CCC, the period for computing the storage payment shall end on the date of the loss and in the case of redemptions, on the date of repayment.

(Secs. 4 and 5, 62 Stat. 1070, as amended; secs. 101, 105, 301, 401, 63 Stat. 1051, as amended; 15 U.S.C. 714 b and c; 7 U.S.C. 1421, 1441, 1447)

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on January 30, 1963.

H. D. GODFREY,  
Executive Vice President,  
Commodity Credit Corporation.

[F.R. Doc. 63-1244; Filed, Feb. 4, 1963;  
8:47 a.m.]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Agency

#### SUBCHAPTER E—AIRSPACE [NEW]

[Airspace Docket No. 62-WA-129]

#### PART 75—ESTABLISHMENT OF JET ROUTES [NEW]

##### Jet Advisory Areas

The purpose of this amendment to § 75.15 is to clarify the extent of terminal radar and nonradar jet advisory areas and to incorporate a change in the extent of jet advisory areas (27 F.R. 5603) which was not included in the new Part 75 [New].

Since this amendment is editorial in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective upon publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following action is taken:

In § 75.15 (28 F.R. 19-50), the following changes are made:

1. Paragraph (a) is changed to read:

(a) Jet advisory areas consist of airspace within the continental control area, as designated in Subpart C of this part.

2. In paragraph (c), "jet route segment," is deleted.

3. Paragraph (d) is changed to read:

(d) Nonradar jet advisory areas consist of areas within which jet advisory service is provided on a procedural basis without the use of radar. Unless otherwise designated, each of them includes the area within 18 miles on each side of the jet route segment from flight level 270 through flight level 310, inclusive, and from flight level 370 through flight level 390, inclusive.

4. Paragraph (e) is changed to read:

(e) Jet advisory areas do not include the airspace within positive control areas, prohibited areas, or restricted areas except restricted area military climb corridors and those restricted areas specified in Subpart E of Part 71 of this chapter.

5. In paragraph (f) "jet route segments" is deleted.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

This amendment is effective upon date of publication in the FEDERAL REGISTER. Issued in Washington, D.C., on January 29, 1963.

CLIFFORD P. BURTON,  
Chief, Airspace Utilization Division.

[F.R. Doc. 63-1229; Filed, Feb. 4, 1963;  
8:46 a.m.]

### Chapter III—Federal Aviation Agency

#### SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1421; Amdt. 532]

#### PART 507—AIRWORTHINESS DIRECTIVES

##### Boeing 707/720 Series Aircraft and Douglas DC-8-50 Series Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring installation of an engine oil filter differential pressure warning system on certain Boeing 707/720 and Douglas DC-8 airplanes was published in 27 F.R. 10125.

Interested persons have been afforded an opportunity to participate in the making of the amendment. There were no objections to the basic objective of the directive, however, alternate means of complying with the objective were proposed. The objective of the directive as originally proposed was to provide a means of indicating to the flight crew when the engine main oil filter has become clogged with foreign matter (carbon or metal particles) thereby permitting the engine to be shutdown to a power-off windmilling condition before serious mechanical damage affecting safety of flight can occur as a result of lubrication failure to mainshaft bearings due to clogging of bearing screens by foreign matter having bypassed the filter.

Two operators proposed that airborne engine vibration indicators on each engine would give warning of incipient damage to engines from such a cause as lubrication failure of mainshaft bearings and that such warning would occur in time to permit engine shutdown before destructive damage of a violent nature would occur. One operator reported that one such incident of a bearing lubrication failure had been detected in the initial stage by vibration indicators already in use.

The Agency recognizes the worth of engine vibration indicators in detecting incipient engine damage affecting the rotating balance of the engine from any cause. The state of the art in the use of these indicators is constantly improving. On this basis the Agency is

willing to consider the effectiveness of vibration indicators in accomplishing the objective of the directive, and the final directive has been amended to permit objective consideration of these devices for this purpose. However, the one successful bearing failure detection incident noted is not considered sufficient to justify acceptance of vibration indicators as being fully equivalent to the oil filter differential pressure warning system without further substantiation. The directive therefore indicates that adequate substantiation for these devices would be required to establish equivalency with the differential pressure system. A statement of the objective in general terms has been included in the directive for clarity in connection with equivalent means of compliance with the filter differential pressure sensing system.

Two other operators proposed the installation of an additional filter in the oil scavenge system upstream of the oil cooler. This filter would be provided with a visual indicator which would indicate when the filter was clogged to the degree that oil was being bypassed. One operator indicated a frequency of occurrence of carbon accumulation in the oil cooler such as to cause oil over-temperature and require engine shutdowns. In these cases all carbon had been trapped in the oil cooler and very little had been caught in the engine oil filter. The additional filter serves to catch carbon before it passes into the oil cooler and reduces oil cooling.

The Agency is presently evaluating this additional filter from the standpoint of complying with the objectives of the directive. It has not yet been shown that a sudden influx of carbon resulting from thermal decomposition of oil from some source within the engine would not fill up the oil cooler and both filters in a short period of time, thereby creating the need for the filter pressure drop warning system. In the serious engine failure incident which gave rise to this directive, it appeared that excessive carbon accumulation sufficient to clog the oil filter occurred over a short period of time. However, the directive now permits consideration of this additional oil filter as an equivalent means of compliance with the objective, if adequate substantiation can be presented.

One operator indicated interest in a new type of turbine engine oil with improved thermal and oxidative stability characteristics over currently used turbine oils. It was indicated that such oil should eliminate carbon formation in the oil system. At the present time the Agency does not have information to substantiate that such oil would not be subject to carbonization under aggravated conditions such as turbine seal leakage. This same operator stated that a number of engine service bulletin modifications were being incorporated in his engines which are aimed at reduction of carbon formation within the engine. There is at present no evidence to indicate that these modifications will accomplish in an equivalent manner the objectives of the directive. However, under the equivalency paragraph in the direc-

tive such measures may be given consideration.

Various comments were made that the installation of the differential pressure sensing system would result in false warnings of filter clogging due to electrical malfunction of the differential pressure switch. While the Agency recognizes the possibility of false signal occurrences, it is considered that this factor does not outweigh the need for a protective system for the engines.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**BOEING AND DOUGLAS.** Applies to Boeing Models 707-100B, 707-300B, and 720-000B Series aircraft, and to Douglas DC-8-50 Series aircraft with Pratt & Whitney JT3D Series engines.

Compliance required within the next 4,000 hours' time in service after the effective date of this AD, unless already accomplished.

Clogging of engine main oil filters by foreign matter has caused lubrication system malfunctions which have resulted in engine mechanical failures affecting safety of flight. To prevent such failures, accomplish the following:

(a) For Pratt & Whitney JT3D Series engines with serial numbers listed in Pratt & Whitney Engine Service Bulletin No. 327 dated January 8, 1962:

(1) Modify the engine oil filter assembly to provide for the installation of a differential pressure switch between the bypass port and the filter drain port, and provide an additional spring in the bypass valve to increase the pressure at which bypass occurs, in accordance with Service Bulletin No. 327, or FAA approved equivalent.

(2) Install a pressure switch across the engine main oil system filter, set to be actuated when the differential pressure between the inlet and outlet ports reaches a value of approximately 50 p.s.i. This change shall be accomplished in accordance with Boeing Service Bulletin No. 1586 dated April 11, 1962, for Boeing aircraft, and in accordance with Douglas Service Bulletin No. 79-11 (to be issued later) for DC-8 aircraft, or FAA approved equivalent. Prior or concurrent incorporation of (a) (1) is required with this change.

(b) For Boeing Models 707-100B, 707-300B, and 720-000B Series aircraft with serial numbers listed in Boeing Service Bulletin No. 1586 dated April 11, 1962, and for Douglas DC-8-50 Series aircraft listed in Douglas Service Bulletin DC-8 No. 79-11 (to be issued later):

(1) Provide means in the cockpit to give corresponding indication of the actuation of the differential pressure switch on each engine in accordance with Boeing Service Bulletin No. 1586 for Boeing aircraft, and in accordance with Douglas Service Bulletin 79-11 for DC-8 aircraft, or FAA approved equivalent.

**NOTE:** Any person may submit an equivalent means of compliance with the objective of this directive. Such equivalent means shall be submitted to FAA, Western Region, Attention, Chief, Engineering and Manufacturing Branch, for evaluation and approval. Adequate substantiation of equivalency will be required. If approved, the equivalent means, when accomplished, shall be deemed as compliance with (a) and (b). The objective of this directive is to provide means of preventing serious mechanical damage to engines which would affect safety of flight as a result of lubrication failure of engine main bearings.

(c) When the modifications prescribed in (a) and (b) are accomplished or when an equivalent means of compliance is approved and accomplished, the engine oil filter inspections prescribed by AD 61-24-1 are no longer required.

(d) Appropriate revisions to the FAA Airplane Flight Manual covering procedures required in connection with devices installed shall be prepared and submitted to FAA, Western Region, Attention, Chief, Engineering and Manufacturing Branch, for approval.

(Secs. 313(a), 801, 803; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

This amendment shall become effective March 7, 1963.

Issued in Washington, D.C., on January 30, 1963.

G. S. MOORE,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 63-1228; Filed, Feb. 4, 1963; 8:46 a.m.]

[Reg. Docket No. 1260; Amdt. 62]

## PART 514—TECHNICAL STANDARD ORDERS FOR AIRCRAFT MATERIALS, PARTS, PROCESSES AND APPLIANCES

### Fuel Drain Valves—TSO-C76

A proposed new § 514.82 establishing minimum performance standards for fuel drain valves to be used on civil aircraft of the United States, was published in 27 F.R. 5990, and circulated as regulations of the Administrator Draft Release No. 62-30 dated June 19, 1962.

Interested persons have been afforded an opportunity to participate in the making of the amendment. One organization stated that it believes that the service records do not show a need for the standards with regard to turbine-powered transport aircraft and to airplanes type certificated under Part 3 of the Civil Air Regulations. In addition, a question was raised as to whether the issuance of the standard would be a change in the policy of approving equipment on aircraft. The Agency has determined there is a need for this standard in order to specify the minimum requirements for this type valve when used in complying with the fuel system drain requirements of all airworthiness parts. There is no change in the Agency policy of approving equipment as part of the aircraft. This TSO provides one means for approval of fuel drain valves which are to be used on Civil aircraft. The aircraft designer has, and will retain, the option of using TSO approved parts or other draining provisions on aircraft type certificated under Part 3 and on turbine-powered aircraft as well as on all other types of aircraft, as long as the fuel drain provisions comply with the applicable Civil Air Regulations.

One manufacturer recommended that the valve be designed to operate using the manufacturer's opening tool only. This is considered unnecessarily restrictive and the manufacturer may design his valve to use his own or any standard opening device, so long as the valve meets the FAA Standard. Another rec-